The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & CO., LIMITED. *General Agents.*

NEW SERIES No. 1149. 光緒二十五年正月廿一日 THURSDAY, MARCH 2, 1899. 四拜禮 香港英三月二號 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 6,960,000

Head Office:—YOKOHAMA.

Branches and Agencies.
KOBE. NEW YORK.
LONDON. LYONS.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
S. CHOH,
Agent.
Hongkong, 3rd October, 1898. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£450,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months.... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 24th May, 1898. [31

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL..... 5,000,000
PAID-UP CAPITAL..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.
CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities, Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "
E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lauts, Esq. | Chow TungShang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.
Hongkong, 30th November, 1897. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.....$10,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
C. Beurmann, Esq.
J. J. Bell-Irving, Esq. | A. McConachie, Esq.
David Gubbay, Esq. | A. J. Raymond, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
R. H. Hill, Esq | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 18th February, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	CAPTAIN	TO SAIL	REMARK
LONDON, &c. ...	*Coromandel*†	F. N. Tillard	Noon, 4th March	Freight or Passage.
JAPAN	*Rosetta**	C. H. Watkins, R.N.R.	4 P.M., 4th March	Freight or Passage.
SHANGHAI.....	*Chusan*	E. Street	About 4th March	Freight or Passage.
LONDON.....	*Manila*	R. L. Haddock, R.N.R.	About 9th March	Freight or Passage.
STRAITS, &c. ...	*Pehawur*	F. W. Vibert, R.N.R.	About 10th March	Freight only.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 1st March, 1899. [5

TRY THE CURRY AT THE HONGKONG HOTEL.

W. POWELL & CO.

WOOL SHAWLS
AND
TRAVELLING WRAPS.

Hongkong, 11th January, 1899. [27

AQUARIUS

SPARKLING MINERAL TABLE WATER

(Manufactured from Treble Distilled Water)

Telephone 75.

IS the most suitable for mixing with Wines and Spirits; neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

"A PERFECT TABLE WATER."

CALDBECK, MACGREGOR & CO.,
AGENTS,
AQUARIUS COMPANY.

Hongkong, 3rd February, 1899. [15

D. C. L.
OLD TOM GIN
DRY GIN } $7 per doz.

SOLE AGENT:
H. PRICE & Co.
12, QUEEN'S ROAD.

Hongkong, 16th February, 1899. [20

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [26

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE.
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
The Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

W. BREWER & CO.

JUST LANDED.
NEW STOCK LADIES' AND GENTLEMEN'S WALKING BOOTS AND SHOES,
(these are the very best quality Northampton make).
NEW STOCK SPENCER'S, MADRAS INDIAN CIGARS.
ANGLO-EGYPTIAN CIGARETTE CO.'S
CIGARETTES.
These have now the largest Sale of any Egyptian Cigarette made: and are in hermetically sealed tins.
AMERICAN TOBACCOS.—
Two Seas Aromatic Cut Plug..... ½ lb. Jars.
Golden Square Mixture ..... ¼ lb. Tins. | Raleigh Cut Plug..... ¼ lb. Tins.
Richmond Club ..... " | English Bird's Eye ..... "
A Large Collection of
BRITISH COLONIAL, FOREIGN RARE, SHANGHAI & CHINA LOCAL STAMPS.
1223] QUEEN'S ROAD, Under HONGKONG HOTEL.

A BRILLIANT SUCCESS.

BOVRIL AS A BEVERAGE

contains in a highly concentrated and easily degestible form the direct nourishment of prime ox beef. invigorating the healthy and strengthening invalids; whilst, for preparing sustaining Soups, Rich Gravies, Savoury Sauces, Croquettes, Rissoles and all Entrees, nothing equals

BOVRIL IN THE KITCHEN.

14] WATKINS & CO., Sole Agents.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [1242

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.
FLETCHER & CO.
and
CARMICHAEL & CO.
23]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY, OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

Hotel.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. [21

Intimations.

THE CHINA FIRE INSURANCE CONPANY, LIMITED.

THE THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on MONDAY, the 13th March, at Twelve o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1898.
The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 13th March, both days inclusive.
By Order,
GEO. L. TOMLIN,
Acting Secretary.
Hongkong, 13th February, 1899. [210a

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 14th March, 1899, at NOON, for the purpose of Receiving a Statement of Accounts of the Company to the 31st December, 1898, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th March, both days inclusive.
By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 20th February, 1899. [243a

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on WEDNESDAY, the 15th March, at Twelve o'clock (NOON) for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, declaring a Dividend and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from 1st to 15th March, both days inclusive.
SHEWAN, TOMES & Co.,
General Manager.
Hongkong, 25th February, 1899. [264a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE SIXTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at 1899, at 11 o'clock A.M., for the Purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, declaring a Dividend and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to 16th March, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th February, 1899. [280a

CHINA SUGAR REFINARY COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at NOON, on THURSDAY, the 23rd March, for the purpose of receiving their Report and a Statement of Accounts to 31st December, 1898.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 23rd March, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th February, 1899. [292a

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at 12.30 P.M., on THURSDAY, the 23rd March, for the purpose of receiving their Report and a Statement of Accounts to 31st December, 1898.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 23rd March, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th February, 1899. [291a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and BONUS of 8% per Share for the six months ending 31st December, 1898, declared at MONDAY'S ORDINARY YEARLY MEETING, will be PAYABLE at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 28th February, and Shareholders are requested to apply for DIVIDEND WARRENTS at the COMPANY'S OFFICE, No. 14, Praya Central.
By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, 27th February, 1899. [278a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS contributed during the Half Year ended 31st December, 1898, on or before the 15th instant, on which date the Accounts will be CLOSED.
By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, 1st March, 1899. [295a

To-day's Advertisements.

ANNOUNCEMENT EXTRAORDINARY!

Owing to the

ENORMOUS,

STARTLING,

SENSATIONAL

and

UNPRECEDENTED BUSINESS

of the last few days,

D'ARC'S MARIONETTES

have decided to continue in Hongkong for

ONE WEEK LONGER

to

"Let'em all come"

and see

The Great Diorama of

THE SPANISH-AMERICAN WAR.

ONE WEEK LONGER.

Hongkong, 2nd March, 1899. [118a

LECTURE.

COLONEL ELSDALE, R.E. has kindly consented to deliver an Address, on "OUR NATIONAL WEAK POINTS," in the ST. ANDREW'S HALL, on MONDAY, the 6th of March, at 5.15 P.M.

The MEETING will be open to the Public and Ladies are invited.

H.E. Major General GASCOIGNE, C.M.G. will take the Chair.

HENRY E. POLLOCK,
Hon. Secretary.
HONGKONG ODD VOLUMES SOCIETY.

Hongkong, 2nd March, 1899. [298a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

HAILOONG,

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd March, 1899. [297a

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain E. Woltersdorff, will leave for the above Ports on or about WEDNESDAY, the 8th instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 2nd March, 1899. [294a

NORDDEUTSCHER LLOYD.

NOTICE.

"BAYERN,"

Captain E. Prehn, due here with the outward German Mail about the 7th instant will leave for the above places about 24 hours after arrival.

For futher Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 2nd March, 1899. [294a

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

will be despatched as above on or about the 11th instant.

S.S. "MACDUFF" ...About 31st Mar., 1899.
S.S. "GHAZEE" ..... " 15th April, 1899.

For Freight or Passage, apply to
DODWELL & CO., LIMITED.
Agents.

Hongkong, 2nd March, 1899. [64

To be Let.

TO LET.

SEMI-DETACHAD VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY now occupied by the Bowrington Saw Mills.

FLOORS in STAUNTON and ELGIN STREETS.

"BAHAR LODGE."
No. 4, RIPON TERRACE.

"HARFORD," MAGIZINE GAP. Comfortably furnished.

Apply to
THE HONGKONG LAND INSVESTMENT & AGENCY Co., Ltd.

Hongkong, 31st January, 1899. [12

For Sale.

OLD BOILERS, &c., FOR SALE BY PRIVATE TENDER.

AT KOWLOON DOCKS. Two 8' 4" by 10' 3" by 1" thickness of shell plating. Each with two 2' 8" by 7' furnaces and 164 3" exterior, and 2¼" interior diameter brass tubes each 7 ft. long.

One steam reservoir 7' by 3' 6" by ⅜", steel, with a breeches-piece of brass attached.

20 new brass boiler tubes 3" exterior diameter and 7' 3" long.

Three cast iron Main Stop Valve Chests with brass stop valves and spindles.

Apply to
J. KIRKWOOD,
I. M. Customs,
Kowloon.

296a]

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
ACCOUNT OF THE
1899 RACE MEETING
will be produced in PAMPHLET FORM containing PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number will be printed.
Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill.

Hongkong, 23rd February, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

	Per doz. Case
B—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80
C—MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D—VERY SUPERIOR OLD PALE DRY, choice old wine. White Seal Capsule	14.40
E—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40

B, *C*, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 2, 1899.

The United States cruiser *Baltimore*, carrying the Washington Philippine Commission, sailed to-day for Manila. It will be interesting to watch the proceedings of the Commission, for it has a peculiar task before it and, as a matter of fact, should have been on the scene some months ago, when the present very unsatisfactory state of affairs might have been averted. Still, it would hardly have been seemly for the United States to have sent a commission to Manila to decide upon the future government of the islands before the Peace Treaty had been ratified and hence the delay can only be looked upon as one of those unfortunate necessities which so often arise to the detriment of human affairs.

* * *

But what will the Commission do on arrival at Manila? Will a cessation of hostilities be mutually agreed upon in order to allow of the members of the Commission conferring with the Philipino leaders, or will the war still be continued and the Commission be obliged to ferret out their facts as best they can? If the former should prove to be the case then we should say that the Commission will be able to do good work and may possibly arrange matters upon a footing satisfactory to Philipinos and Americans alike. Should, however, no cessation of hostilities take place, then we fail to see the utility of the Commission, for they will be unable to gain anything but a one-sided account of affairs, from the fact that their investigations will of necessity be confined to the American view of the situation. We do not for a moment mean to insinuate that the Commission will not do its work in a perfectly impartial manner, but it is a well recognised fact that no just judgement can be made until both sides of a question have been heard, and unless the Philipino version can be got at the labours of the Commission will be comparatively worthless.

* * *

We have heard it said that the question of the future government of the Philippines has already been practically decided at Washington, but this statement we must decline to accept. Had the United States definitely decided to force government upon the Philipinos there would have been no occasion for the appointment of the present commission, and it would never have been despatched. Apparently the Americans are inclined to give the Philipinos a fair hearing, but how this can be managed without a truce we do not understand. It will be remembered that immediately after the outbreak of hostilities AGUINALDO asked for a cessation of hostilities in order that negotiations might be opened and his request was refused by General OTIS. If the Commission intends to go thoroughly into matters it is probable that the truce will now be granted, otherwise it is patent that nothing can be done.

* * *

As we have before remarked, it is a thousand pities that the Americans and Philipinos ever came to blows at all. Had any definite line of policy been followed by the United States from the outset it is exceedingly improbable that they would have found themselves in such a hornets' nest as Manila and its vicinity is now proving to be. We earnestly trust that the arrival of the Commission at Manila will be the signal for the cessation of hostilities and that the result of their labours will be an amicable settlement of the vexed question now confronting the Americans in the Philippines. It would mean the saving of many valuable lives and much time and money.

REUTER'S TELEGRAMS.

UGANDA.

LONDON, February 28th.

In the House of Commons Sir Charles Dilke moved to reduce the vote for Uganda in view of the unsatisfactory position there, Mr. Broderick said there was no cause for anxiety in the present position and that the country had settled down considembly. The object of Col. Martyr's expedition was to explore and to plant posts on the right bank of the Nile in order to connect Uganda with the Soudan and ultimately to join hands with Col. Kitchener. Sir Charles Dilkes' motion was rejected.

WEATHER REPORT.

The Observatory report says:—On the 2nd at 11.50 a.m.: Pressure is high over China and the barometer has risen on the coast generally. The low pressure area probably lies in E. Japan. Gradients slight to moderate with fresh monsoon on the coast, and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

THE out-put of tin in the Ulu Langat district, during the year 1898, is estimated at pls. 50,000 (as against pls. 20,000 in 1897), of which pls. 16,610 were exported by the Kajang Agency of the Straits Trading Company.

THE mortality returns for the colony of Hongkong for the week ended February 18th showed a death rate of 21.2 against 16.6 for the previous week and 23.4 for the corresponding week last year. The returns from Macao showed 47 deaths for the week ended January 5th and 52 for the succeeding week.

As will be seen by reference to our advertising columns, a lecture will be delivered on Monday next in St. Andrew's Hall, under the auspices of the Odd Volumes Society, by Colonel Elsdale, R.E., on "Our National Weak Points." The meeting will be open to the public and ladies are invited to attend. His Excellency Major-General Gascoigne, C.M.G., will take the chair.

MR. D'ARC, we are pleased to hear, has been able to come to some satisfactory arrangements, that will allow of his prolonging his stay, on the reclamation ground, in this Colony for our amusement, the fine spectacular diorama "The Taking of Santiago" and "Destruction of the Spanish Fleet" together with many other attractions are still running, and we can assure our readers are well worth a second visit. Those who have not already been should lose no time in going, as a second visit is sure to be desired.

THE *Shenpao* Ningpo correspondent reports that the raid of the rioters recently mentioned as having occurred near Ningpo was not simply a razzia of robbers but was of rebellions tendencies. The men who carried flags inscribed with the characters for *Kun Tao Da Wong* (Just King) first over-ran the northern part of Tenghua district to the east of Ningpo, where they destroyed many large houses belonging to wealthy families, the members of which were often captured and only ransomed upon payment of large sums of money, sometimes as high as Tls. 1,000 per head. The mob then passed through the large village of Zoongkiu where they committed similar depredations, and robbed many of the Li and Kung families. They next captured the abbot of a Buddhist monastery at Chinghü and held him a prisoner for a ransom of a thousand strings of cash. The countrypeople and headmen, however, showed fight and beat gongs until a large force was collected to oppose the daring freebooters and captured four of them. Their companions threatened all sorts of dire vengeance if their four friends were injured, but the villagers held on to their prisoners and sent them to the nearest Yamen, and the Buddhist priest was released by his friends paying the ransom demanded.

REFERRING to the last report of the Hongkong and Shanghai Banking corporation even the critical *Investors' Review* has no fault to find, but writes:—The excellent dividend statement of this corporation should not have surprised those who have followed its affairs. At the last meeting it was specifically stated by the chairman that the profits arising from the issue of the Chinese loan were still in hand, and would be divided at the end of 1898. We may, therefore, take it for granted that the £1 per share bonus now announced represents a division out of such profits. The dividend, however, of £1 10s. per share for the half-year declared in addition represents an increase of 5s. per share upon recent distributions, and represents the growth of profits from ordinary business, which has been noticeable in the last few reports. By the placing of $1,000,000 to reserve, that fund will be raised to $10,000,000, or equal to the paid-up capital, and the whole of this sum will be represented by sterling securities, whilst the capital is virtually represented by silver or securities based upon silver. The bank ought, therefore, to be well protected now against fluctuations in the relative values of the two forms of currency. By writing off $500,000 from the bank premises, that item is brought down to an insignificant figure, which is more than represented by real estate held outside the banking offices.

WE notice that our Northern contemporary, the *China Gazette*, has taken a glimpse into the future and publishes an Anglo-Chinese Convention of 22nd February, 1908, whereby joint British and Chinese jurisdiction is established in the Yangtze Valley, the rebellion having been quelled by British troops.

THE Magistrate of the Mixed Court, Mr. Cheng, who is a man that invariably tries to do his duty and has introduced many long-needed reforms into that tribunal, finds it hard work cleansing the Augean stable on the Maloo, says a Shanghai paper. The other day he detected one of his confidential clerks making free with the treasury by doctoring the amount of fines that are paid into the Court by the Municipal Police, and two hundred Mexicans have thereby disappeared. To-day Mr. Cheng gave the inspector of each police station a memorandum book in which the police are to enter daily the fines paid into Court which he will check and sign himself.

A STRIKING instance of the daring of the desperadoes who are infesting the Yangtse is reported from Kiukiang. About ten days ago a large Chinese gunboat was actually boarded and robbed by a gang of these gentry. The craft was at anchor, near the embarkment about 2½ miles, from the city, and the captain and bulk of the crew being ashore only two men were left on board. In the night the robbers stole quietly on board, finding the two sailors asleep tied them up and gagged them with a handful of raw cotton. The thieves then proceeded to carry off every portable article from the craft and got comfortably off with their loot. When the captain returned late he found that the two sailors were lying dead with their mouths stuffed with the cotton which had evidently choked them.—*China Gazette.*

THE British Consul, the *China Gazette* hears, has notified the Taotai that the Municipal Council will not permit the semi-official Chinese lottery to be run in Shanghai, and that if they catch it being drawn they will seize and burn all the paraphernalia. The Taotai is not very friendly to the gambling undertaking, which we believe it is intended to draw in Chang Su-ho's garden on the Bubbling Well Road, outside the Municipal limits. The head of the business is the Taotai Liu Tai-ching, (the former farmer of the Weising Lottery at Canton) and now head of the famous Wah Yik Company of Szechuen, whose fortune Mr. Pritchard Morgan's Syndicate is going to make under the terms of the much talked of contract, which we published on 31st December, in connection with the Szechuen mining concessions.

LADIES who are thinking of, or think they could ever think of, bringing an action for breach of promise of marriage should follow with interest the case of Nelson v. Tatforth, just tried by Mr. Justice Day at Appleby. It appeared that the promise was fourteen years old, and the novel—probably unique—defence was set up that the claim was barred, like a debt, by the Statue of Limitations. Even if it was, which is exceedingly doubtful, six years scarcely have been brought, and this point the Jury presumably found in the lady's favour, for they gave her twenty-five pounds. The point of law may go to the Court of Appeal. Meanwhile ladies with this particular grievance must watch anxiously for the first moment at which it is clear that the ex-swain does not intend to keep his promise, and take care that six years do not elapse before a they bring their action. —*P. M. Gazette.*

THE United States Consul-General at St. Petersburg refers to an article in a Russian magazine, setting forth the necessity of organizing a Russian steamship line on the Pacific Ocean, in order to establish communication between Siberia and the United States, to connect with the Siberian Railroad. Foreigners have already established three new steamship lines, having Wladiwostock as a terminal point. One of these—the American-Japanese—has for its western terminus San Diego, the most southern port of California, and will work in connection with the Atchison, Topeka, and Santa Fé Railroad. The steamers will also call at Honolulu. The second, the English-Canadian, will work in connection with the Canadian Pacific Railroad Company, and sail from the cities of Vancouver and Victoria; two of its large steamers, about 5,000 tons each, will run regularly from these cities to Hakodadi and Wladiwostock. The third line belongs to the North German Lloyd of the Bremen Steamship Company. Passengers and mails can reach Wladiwostock *viâ* the Vancouver route in thirty days from St. Petersburg, while it requires thirty-five days *viâ* the trans-Siberian route, 1,151 miles of which is made in partially closed conveyances on rough roads, travelling night and day. By the usually travelled route, the trip requires forty-five days.

FOOTBALL.

On the Happy Valley yesterday afternoon a very good game of Association football was played between teams composed of R. W. F. Fifes and Drums and 25th Co. Royal Engineers. The Garrison ground was in good condition for the game, and a fast one was played. Up to half time the Welsh had the best of matters, and led by two goals to one, Riley and Bolstridge scoring for the leaders and Lieut. Brown for the Engineers. During the second half, Lieut. Brown again managed to get the ball past the Welsh custodian, *making the score equal.* Each team tried hard to gain supremacy, but the referee blew time with the score standing two goals each. Unsatisfactory as the result may be, it was a very good ending, for one team was no better than the other as far as play was concerned.

"CRAMMING" RESULTS.

Official reports may generally be characterized as dry-as-dust documents, but the official record of the last Annual Collective Examination held in Natal by the Superintendent of Education contains some gems. Here are one or two of them: "Mr. Gladstone was the first man who ever knew English grammar thoroughly. He was educated at Mr. Rugby's school." "Bismarck was a very clever man indeed. He invented steel and made it into iron; he was succeeded by his father as Viceroy of India."

THE VILLAGES AND THEIR WATER SUPPLY.

At the meeting of the Hongkong Sanitary Board this afternoon.—Correspondence was submitted concerning the water supply of the outlying villages of the Colony. On the 31st January the director of Public Works wrote as follows to the Colonial Secretary:—

"Referring to the vote No. 14 of $2000 under the head of "Public Works Extraordinary," page 47 of the estimates for 1899, "for wells in villages not yet supplied with water," I have the honour to request authority to expend this money at my discretion in sinking wells in the villages where they seem to be most urgently needed. I have had particulars collected regarding 15 villages on the Island of Hongkong and 12 in British Kowloon, where wells are needed for an improved water supply. Of these the old and new villages of Little Hongkong, Pokfulam Village, and Aplichau seem the most pressing cases, and I propose to take them up first. Where no wells exist I propose sinking in the locality most suitable, and if water is found at a reasonable depth lining the well with masonry or brickwork, providing a parapet wall round it and a wooden cover. In other cases existing wells will be deepened, lined with concrete and protected as in the other cases. All the wells I have seen in the colony are liable to pollution from the surface surrounding them, most of them are in a dilapidated condition, and in this season afford but a scanty and extremely suspicious-looking supply of water."

THE CONTROL OF THE SLAUGHTER HOUSES.

At the meeting of the Hongkong Sanitary Board this afternoon a letter was read from the Colonial Secretary stating that His Excellency the Governor was not prepared for the present to adopt the recommendation of the Board to transfer the management, and control of the slaughter houses of the colony to the Sanitary Board on the expiration of the present lease to the farmer.

PLAGUE REPORTS.

At the meeting of the Hongkong Sanitary Board this afternoon. Further reports concerning the outbreaks of bubonic plague at Calcutta and in Formosa were submitted. In reply to a telegram asking whether bubonic plague existed at Taiwanfoo, Her Majesty's Consul there wired in the affirmative. A telegram from Calcutta dated February 17th said that two more cases of plague had occurred there. A statement was submitted showing that in the city of Bombay from January 17th to January 30th there were 1163 plague cases and 955 deaths.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir J. W. Carrington, Kt., C.M.G., Chief Justice.)

March 2nd.

A PROMISSORY NOTE CASE.

In this case Bernardino de Seuna Fernandez, Viscount de Seune Fernandez, sought to recover from Cassum Moosa the sum of $4,500 paid to the National Bank of China Limited under a promissory note for which his late

Mr. J. J. Francis, Q.C. (instructed by Mr. Hursthouse) appeared for plaintiff and Mr. E. Robinson (instructed by Mr. Gedge) for defendant.

Mr. Francis, in his opening statement, said that the late Count during his life—and his son continued the business after his death—was for some time agent in Macao for the National Bank of China, and during that agency Cassum Moosa, from September, 1893, to 1896, regularly paid interest on this $4,500. These payments appeared in the account books of the agency in Macao and in the books of the National Bank of China as duly received. However in 1896, under pressure from the Bank, the administrator of the Count, who had died, paid the money and the interest then due, and it was for the recovery of the amount then paid—although it was not quite the full amount they were properly entitled to claim—that that action had been brought.

Anthony Babbington, at present in the firm of Shewan, Tomes and Co., said that in 1892 he was in the employ of the National Bank of China as accountant. The signature on the document produced was his. He signed it as a witness. He witnessed the signature of Cassum Moosa. He saw him sign it. It was a joint and several promisory note given by Cassum Moosa and the late Count de Fernandez to the National Bank of China for $4,500, they jointly and severally promising to pay the sum on demand to the National Bank of China Limited or order, interest to be paid at the rate of 8 per cent per annum, payable monthly. To the best of his belief Cassum Moosa was brought over from Macao by either the old Count or the young Count. Cassum Moosa certainly signed the note in English. He did not think he could recognise the man who signed it. He ceased to be accountant for the Bank about two years ago. On the issue of the promissory note he opened an account himself in favour of Cassum Moosa for the sum of $4,500. He used to be well acquainted with the signature of the Count, and to the best of his belief the signature produced was his.

By Mr. Robinson—So far as he could remember he had never seen Cassum Moosa before the date on which this note was signed. He could not remember whether the note was sent to Macao and then returned with the signature of Count de Fernandez. The Bank would not have advanced the money without the signature. He did not think he had ever spoken to the person who was standing up in court (defendant). He had seen him and knew his face quite well, but he could not say whether he was the man who signed the note or not.

C. W. Playfair, chief manager of the National Bank of China, Limited, said that in regard to the promissory note in question he arranged the transaction. He was well acquainted with the old Count, who was agent for the National Bank of China in Macao. He was not personally acquainted with Cassum Moosa at the time. The money was for Cassum Moosa's account under the guarantee of the late Count. The loan was not, as stated by defendant, for the late Count on Cassum Moosa's guarantee. The suggestion was utterly absurd. If the old Count had wanted a loan he would have had no difficulty in obtaining it as at that time the Count was a very wealthy man. The account was closed on the 31st December, 1896, the $4,500 being paid and $90.70 interest.

Viscount Fernandez then gave evidence and was cross-examined by Mr. Robinson. He said he was sure that his father never was in want of money. He had seen letters addressed to his father from the New Oriental Bank asking for the payment of money. He did not go to the Bank on the date of the promissory note and introduce Cassum Moosa. He could not tell whether his father did so or not.

Case proceeding.

AMERICA AND THE PHILIPPINES.

Professor Alfred Russel Wallace expresses the disappointment and sorrow which he feels—in common, he is sure, with a large body of English and Americans—at the course now being pursued by the Government of the United States towards the people of Cuba and of the Philippine Islands. It is generally admitted that a people who fight strenuously for liberty against powerful oppressors deserve to obtain it; and that such a people should be presumed, till the contrary is proved, to be fit to possess it.

Both the Cubans and the Filipinos have done this, and both with a large measure of success, requiring courage, patriotism, and a considerable capacity for organisation and combined action. The case of the Philippines is in some respects even more regrettable than that of Cuba. The war there was only for the purpose of crippling the Spanish power and thus leading to an early peace. Considering the inferiority of race, the success of the natives against their Spanish rulers was even more remarkable than in the case of the Cubans, a large proportion of whom are of pure Spanish blood. In the Philippines the two higher native peoples, the Tagals and Bisayans, with numerous Chinese and Spanish half-breeds, constitute almost the whole civilised population, are fairly educated, and by their successful resistance to the established rule and military organisation of Spain have gained the right to freedom and self-government in their native land. The Americans, however, claim "the rights of sovereignty obtained by treaty" and have apparently determined to occupy and administer the whole group of islands, with a population of over 6,000,000, against the will and the consent of the people. They claim all the revenues of the country and all the public means of transport, and they have decided, according to the latest advices, to take all this by military force if the natives do not at once submit. But these people who have been justly struggling for freedom are still spoken of as "insurgents" or "rebels," and they are expected, apparently, to submit quietly to an altogether new and unknown foreign rule, which, whatever may be the benevolent intentions of the President, can hardly fail to become a more or less oppressive despotism.

It may be asked, what else can the Americans do? They cannot allow Spain to come back again, or permit any of the European Powers to take possession of the islands, since having conquered Spain they are responsible for the future of the inhabitants. This will be admitted. But surely it is possible to revert to their first expressed intention of taking a small island only, as a naval and coaling station, and to declare themselves the protectors of the islands against foreign aggression. Having done this, they might invite the civilised portion of the natives to form an independent government, offering them advice and assistance if they wish for it, but otherwise leaving them completely free. It might be advisable at first to leave the great island of Mindanao, mostly inhabited by Mohammedans, to form its own separate government; and some guarantee might properly be asked for the fair treatment of the uncivilised portion of the population; such as the presence of a few American residents as protectors of the aborigines. By some such method as here suggested, the great Republic of the West might aid in the production of a new type of social development adapted to the character of the Malayan race. They might thus benefit humanity by giving full play to the benign influences of freedom and responsibility in the case of one of the lower races which have never had a fair opportunity of profiting by the example and the advice of a higher race in order to develop their own characters free from the depressing influence of even the most benevolent of conquerors.

MINING IN ULU SEMENYIH.

The district officer, Ulu Langat, reports as follows:—I have recently had an opportunity of inspecting certain large areas of land in Ulu Semenyih, applied for on behalf of an Anglo-French mining syndicate. Should this venture prove a success there can be little room for doubt but that the Ulu of the Semenyih, which comprises a large extent of country as yet untouched, will develop into an important mining district. Towards the end of last year a considerable quantity of tin was exported from mines in the same neighbourhood. I have seen samples of gold obtained from Semenyih, and it is well known that small quantities of this metal have been obtained for years past by the lampan workers in the upper waters of the river, but it has yet to be proved that gold can be found in payable quantities. Before any extension is undertaken of the road (at present six miles in length) into the Ulu of the Semenyih, it would be well for the country to be thoroughly explored with a view to determining the best line for future extensions.—*Pinang Gazette.*

AFRICA BOOMING.

The output of gold from South Africa continues to increase monthly by month. December showed another record crushing of 419,504 oz. from the Witwatersrand districts, and of 21,270 oz. from the outside districts, a total of 440,674 oz. This brings up the total South African output for the year 1898 to 5,555,009 oz., obtained from the outside districts, the total returns from Witwatersrand district amounted to 4,305,009 oz. as compared with 3,034,674 oz. in 1897, an increase of 1,270,335 oz. These figures have caused and justify a sharp advance in the leading South African mining and finance shares.

HUT PROSPECTS OVERCAST.

Unfortunately for the speculators who are still holding on to shares which they bought before the great slump which followed the raid, the prospects of another boom is overclouded by the news of renewed unrest in Johnnesburg. The Transvaal Government gave permission to certain Uitlanders to hold a public meeting to discuss their grievances. This seems to have been resented by some of the Boers, who accordingly organized a party to wreck the meeting. At any rate, the proceedings were most disorderly, and after a series of free fights the meeting broke up in confusion. At one time it seemed likely that the fighting would begin again in the streets, but happily rain came down heavily and damped the excitement.

BARON HAWKINS OF HITCHIN.

Many titles were no doubt suggested for Sir Henry Hawkins to choose from, one being Baron Ketchbury of Newport, purposely suggestive of the "Stone-jug." Sir Henry has chosen his own title, Baron Hawkins of Hitchin, Herts. Two men, not altogether uncompeted with the criminal classes, were spelling this out in their favourite paper in one of the slums under the wings of the Law Courts and the following conversation was heard:—"Ere's a 'a, Bill—Baron 'Orkins of 'Itchin, 'Erts." "Itchin' 'erts, does it?" said Bill, with a grunt; "an' what about 'angin'? E's very partial to 'angin' 'ee is, in 'is 'ome, which e's fond of 'itchin'."

NAVAL NOTES.

(From *Navy League Journal.*)

FRENCH NAVAL ESTIMATES.

The French expenditure on naval construction during 1899 will be £4,840,000, as against £4,640,000 in 1898. Of this sum £3,840,000 will be spent on new construction and £680,000 on the reconstruction and repair of old ships. The vessels which are undergoing or which are about to undergo refits are the *Requin*, which will have her old boilers replaced by Niclausse water-tube boilers, and which will receive new guns; the *Hoche*, to be fitted with Belleville boilers, to have her engines altered and her superstructures further reduced; the *Terrible*, *Furieuse*, and *Dévastation*, which are receiving or have received new guns and boilers; the *Marceau*, *Neptune* and *Magenta*, to receive new boilers of the water-tube type; the *Duperré*, to exchange the 13.4 in gun and barbette amidships for a casemated work, as in the *Baudin* and *Formidable*, containing four 6.3-in. quick-firers, and to receive new boilers. The *Indomptable* and *Caiman* are to be supplied with the new heavy guns with which they have been for some time credited in the various naval tables.

ENGLAND *v.* THE DUAL ALLIANCE.

The following, so far as we can ascertain, are the cruisers and battleships laid down by England, France and Russia in the last four years:—

	1895.		1896.		1897.		1898.		Totals.	
	E.	F.	E.	F.	E.	F.	E.	F.	E.	F.
Battleships	0	2	3	5	0	4	1	3	7	14
Large Armoured Cruisers	0	1	0	0	1	4	3	0	8	5
Small Armoured Cruisers	0	0	0	0	0	0	1	0	2	0
Large Protected Cruisers	4	2	0	4	0	0	0	0	0	0
Medium Protected Cruisers	0	1	0	3	1	3	0	0	0	0
Small Protected Cruisers	2	2	1	6	2	0	3	1	0	0
Destroyers	0	0	1	28	2	4	6	6	24	12

	Totals.			
	E.	F.	E.	F.
Battleships	16	4	10	14
Large Armoured Cruisers	12	7	1	1
Small Armoured Cruisers	2	1	0	3
Large Protected Cruisers	8	2	0	0
Medium Protected Cruisers	6	3	2	9
Small Protected Cruisers	6	11	3	7
Destroyers	60	66	2	49

From these figures it appears:—

(1) That in battleships England is building well up to the mark; especially when it is remembered that all our ships are of good size, whereas one French ship is of medium size and two Russian ships quite small.

(2) That in armoured cruisers we have no numerical advantage, though our ships are much larger. In this direction progress is most desirable.

(3) That in large and medium protected cruisers we have only built or laid down eleven ships to thirteen of the dual alliance. Considering our commerce this is a very grave state of things, apart from the much higher speeds claimed for the foreign ships.

(4) That in small cruisers we have only laid down or projected eleven to twelve—again an unsatisfactory figure. The French figure includes two large torpedo gunboats.

(5) That in destroyers we are building about the same as the two allies.

(6) In torpedo boats however, which are not included in the table, we are building nothing, whereas the allies have laid down in the period about eighty boats.

THE "IRRESISTIBLE."

On December 13, the *Irresistible*, a twin-screw, first-class barbette battleship was launched at Chatham, being the second of three battleships designed as a step in advance of the *Majestic* class. The *Majestic* class have a displacement 14,900 tons and a length of 390ft., with engines of 12,000 indicated horse-power, and a speed of 17.5 knots.

The *Irresistible*, and her two sister ships, are designed with a displacement of 15,000 tons, and a length of 400ft., the engines to be of 15,000 horse-power, to impart a speed of 18 knots. It might be thought that this speed would be exceeded, seeing that the breadth of beam is the same in both cases, while the *Irresistible*, with her slightly greater length than the *Majestic*, is capable of having finer lines, and the draught of water is somewhat less.

The *Majestic* draws 27ft. 6in., while the *Irresistible* has a draught forward of only 26ft. 3in., with 27ft. 3in. aft.

The *Formidible*, launched at Portsmouth in the middle of December was the first of the new trio, and the third will be the *Implacable*, now building at Devonport. The engines of the *Irresistible*, constructed by Maudsley, Sons, and Field, are to be of the inverted vertical triple expansion kind, steam being supplied from twenty boilers of the Belleville type. Above 2000 tons of coal can be stored on board, but the nominal capacity only provides for 900 tons. The ship's complement, exclusive of the Admiral and his staff, will be 773. The first keel plate of the ship was laid on April 11th, and the weight of hull at the time of launching will be 5,000 tons.

The armament of the *Irresistible* and her consorts will consist of four 12in. breech-loading wire guns, twelve 6in. quick-firers, 16 12-pdr. quick-firers of 12 cwt., two 12-pdrs. quickfirers of 8cwt., six 3-pdr. Hotchkiss guns, and eight .45-in. Maxim guns. There will be four submerged torpedo tubes. The armour on the ship's sides is to be 9-in. thick, and on the bulkheads from 9 to 12 in., that on the barbettes being 6, 10 and 12 in., the casemates having 6in., and the fore conning-tower 14-in. The four twelve-inch guns are to be protected by shields composed of armour 8 and 10 inches thick, There are two protective decks having armour from 2 to 3 inches thick amidship; aft there is only one deck 2½in. thick, and forward one deck 2 in. thick. A nickel steel plating, 2 inches thick, covers the ship's bows in connection with the ram.

PERSONAL OF THE FLEET.

The most important naval event of the past month has been the Order in Council increasing the *personnel* of the fleet. The exact figures of the increase can be gathered from the following table:—

	Order in Council 1889.	Actual Number 1895.	New Order in Council. 1898.	Increase over 1898.
Admirals of the Fleet	3	3	3	3 none
Admirals	10	10	10	12 2
Vice Admirals	21	20	20	22 2
Rear Admirals	34	35	35	43 8
Captains	174	208	187	245 58
Commanders	224	304	287	360 73
Lieutenants	868	1,150	1,057	1,550 493
	1,334	1,730	1,599	2,235 636

Whence the new officers are to come is not obvious. It is a positive fact that though the *Britannia* is at the present time too small for the requirements of the Navy, the Naval College, which is to take her place is still smaller. This is so extraordinary that it is difficult to understand what the Admiralty intend to do, or to believe that the above increase of lieutenants can be practically carried out.

WORK OF THE NAVY LEAGUE DURING THE PAST YEAR.

The work of the Navy League during 1898 has been continued mainly on educational lines. We have to welcome new branches at Glasgow, Dundee, Harrow, Edinburgh, Leeds, Cambridge (Town), Malvern College, Southampton, West Middlesex, Rottingdean, Bradford College, Chinkiang and Mauritius. The activity of many of our older branches has been above praise. Bristol, Hongkong, Malta, British Guiana, Toronto and Torquay have been especially energetic. Owing mainly to the efforts of Mr. H. S. Wickham (formerly sub-lieutenant, R.N.), the Toronto secretary, a practical scheme for the formation of a Colonial Naval Reserve has been drawn up. This scheme minus certain of its important features was brought to the notice of Mr. Goschen by the British Empire League. It is interesting to notice that one suggestion for which Toronto decidedly deserves the credit is actually being carried out. The Naval Reserve is being recruited from the hardy fishermen of Newfoundland. Hongkong has exerted itself to procure the annexation of Mirs Bay. We gave publicity to the opinions of our supporters in the Colony and enlisted a great amount of help in the Press. When the matter had been brought to Mr. Chamberlain's attention in this manner he secured the coveted territory. Hongkong has now ample room for expansion, though our branch expresses some fear as to the results of a Chinese enclave in the shape of the city of Kowloon which is to remain under native administration—or maladministration. Bristol promoted an expedition to Portsmouth and raised a large fund for the entertainment of the seamen of the Reserve Squadron present in the Bristol Channel during the summer and autumn.

LIARS! D—D LIARS!! EXPERT WITNESSES!!!

Jurors hired and paid by one party to a case would be quite as fit for an impartial court of justice as expert witnesses are when they are thus hired and paid. Public policy, without the aid of any statute, has condemned contracts to procure evidence because of their tendency to subornation of perjury. But there is quite as strong a tendency to subornation of perjury in the employment of experts to sustain one side of a case. The conviction often forces itself upon the judge, if not upon the jury: that the partisan expert would have sworn just as hard for the other side if they had been hired to do so. "Hired liars," they have been called and some of them earn the description. A remedy for the evil and disgrace of hiring perjured experts has been much discussed by Bench and Bar, but without much result. The question is concededly so difficult that any remedy must be suggested with some diffidence. Yet a very decided reform in this matter by a short and simple statute seems feasible. The pith of it is to insist that expert witnesses must be impartial. Such a statute should provide that no expert testimony shall be received from any witness who is hired by or expects pay from either party. It should also provide that the Court may, in its decision, make a reasonable allowance to the experts that both sides agree upon, or those selected by one side only if the other side declines to call any. Such a plan seems to promise much relief from bought or biassed testimony, while giving ample opportunity for the testimony of real experts and the allowance to them of proper compensation. It would leave the field of selection as broad as it is now, and avoid the insuperable objections that exist against the appointment of official experts. It would not impair any constitutional right, but would be a very simple exercise of that legislative power to make rules of evidence, of which a well-known illustration is the regulation as to testimony to personal transactions with persons since deceased.

GREAT BRITAIN'S EDUCATION BILL.

In *The Educational System of Great Britain and Ireland* Mr. Graham Balfour places on record the expenditure of Great Britain on education:—

"In 1833 she began with a vote of £20,000; in 1860 it was £800,000; in 1897 it was over £9,000,000 in public grants for elementary education alone, exclusive of nearly five millions raised by rates for the same purpose. For the first quarter of a century after the passing of the first Elementary Education Act, the total expendituie in England and Wales under this heading, from all sources, public and private, is estimated at £219,000,000. Secondary and technical education draw £1,500,000 sterling annually from endowments and local rates while the universities and university colleges derive more than £1,000,000 from income and subsides. The total education fund from public grants, endowments, and other sources must amount to fully £20,000,000 a year for Great Britain and Ireland."

A NICE QUESTION.

A curious case comes from Queensland—an action by a prisoner against the Government for injuries sustained by the explosion of a guage glass in a prison. The decision is that there was no remedy, as the Government owed no legal duty to the prisoner. Why not? Not only was he invited, but compelled to enter the premises of the Government. He himself would probably have elected to stop outside had he been allowed to choose. That his crime caused the Government to compel him to enter does not deprive him of his right to demand the exercise of due care in his custody. It is an alarming doctrine that not only may a man be punished for an offence, with an added sentence for perjury of which he has not been convicted, but may be carelessly blown up when in gaol and be wholly without redress.

THE FRENCH ESTIMATES.

France has a large and efficient army and a navy which is only second to that of Great Britain, and the possessision of these two formidable armaments makes her an important factor in the world's military situation. But they have been acquired at an awful cost, and their usefulness could not but be hampered, in case of war, by the mill-stone of debt which hangs round the neck of the country. The estimates attain the round total of £140,000,000 sterling, while the National Debt stands at the towering figure of £1,400,000,000. Public money has been of recent years spent with free hand by the Chamber and the Senate, under the impression, apparently, that France is rich enough to pay for her glory. But such a financial position as is revealed in the Estimates ought to be sufficient to make responsible statesmen in France more than ever reluctant to break the peace of Europe. Enormous armaments are good, but they must be backed up by the money to maintain them in case of war. The Paris correspondent of *The Daily News* is of opinion that if the Russian alliance has done no more than force upon France the gravity of her financial situation, it will have conferred upon her an inestimable benefit. The impossibility of military enterprises on a great scale with such a budget and such a debt has perhaps had some not unimportant share in making the Tsar swerve round from the original policy of the alliance to that set forth in his rescript, which as entailing an acknowledgment of the *status quo*, cannot be acceptable to large numbers of Frenchmen.

WHY NOT?

The Benchers of the Middle Temple have expressed their view that barristers called in England, and subsequently admitted to practise in the dual capacity of barristers and solicitors in the courts of the Leeward Islands, ought not to advertise in the local papers.

MR. CARNEGIE AND THE PHILIPPINES.

The reluctance of the American people to seem to be governing a people against their will is becoming every day more apparent in the case of the Philippines. It is highly probable that this feeling that the sanction of all government should be the consent of the governed, may result in the Philippines being treated even as Cuba is to be treated, and that as soon as order is restored the islands will be declared free under the moral guardianship of the people that emancipated them. The position is not without its difficulties. Thus Mr. Andrew Carnegie, in his plea against what he calls Imperialism, seems to expose himself to an obvious charge of inconsistency. He begins by saying that "by Great Britain's neutrality, and that alone, were we permitted to take the Philippines at all from Spain. But for that France, Germany, and Russia would never have stood aloof." He then shows how alliances in Europe have changed and have been rearranged during the last fifty years, and thinks the Americans ought not to trust even to the friendship of Great Britain. He holds, of course, as a good American, that if the Republic cares to undertake the task she can easily build a fleet which would make her indifferent to the friendship of any Power, but incidentally observes that it would take twenty years to provide a fleet equal to that of Great Britain. He thinks the cost of such an undertaking would be out of all proportion to the advantage. But still he shrinks from the logical conclusion of his argument, and does not advocate that the Philippines should be simply abandoned. He proposes that they should be first declared independent and then placed under the protection of a sort of extended Monroe doctrine. But how is that doctrine to be enforced unless by sea-power? If the United States is to be bound to take up arms to defend the independence of these far-away islands, she might just as well be responsible for their administration altogether. It seems to us that Mr. Carnegie has invented a bogey. No one is the least likely to seek a quarrel with the United States, and the benevolent neutrality of Great Britain could be confidently counted on in almost any event. The welfare of our fellow-subjects in Canada is so closely bound up with friendly relations with the American Republic that British statesman will always have the strongest motives for abstaining from any act which could imperil them. Her national interests, as well as a sense of kinship, are a guarantee for the friendship of Great Britain.

AT LAST!

A Joint Committee of the English Inns of Court have recommended that any member of the Irish Bar, being a British subject and of three years' standing at the Bar, may, upon the presentation of a certificate from one of the Irish law officers that he is a fit and proper person to be called to the English Bar, become a member of an Inn of Court, and be so called upon keeping their terms without submitting to an examination. This decision very favourably affects the position of Irish barristers, who, under the existing regulations, have had to keep all the terms and pass all the examinations required in the case of ordinary students before being called to the English Bar.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY:

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.21	30.11
Thermometer	63	65
Humidity	74	70
Rainfall	—	—

TO-DAY.

Thursday, 2nd March, 1899.

Chinese—*21st of 1st moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 14min.*
Sets ..... *5hr. 46min.*
High water—*Morning* ..... *11hr. 20min.*
Afternoon ..... *11hr. 57min.*
Low water—*Morning* ..... *5hr. 16min.*
Afternoon ..... *6hr. 0min.*

ANNIVERSARIES.

1791—John Wesley died.
1841—Whampoa Island Battery carried.
1854—Death of the Czar Nicholas.
1880—P. & O. steamer *Thames* ashore in Lyee-moon Pass.
1882—Attempted assassination of the Queen.
1896—British s.s. *Humber* lost on the Pescadores.

TO-MORROW.

Friday, 3rd March, 1899.

Chinese—*22nd of 1st moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 13min.*
Sets ..... *5hr. 47min.*
High water—*Morning* ..... *11hr. 59min.*
Afternoon ..... *none*
Low water—*Morning* ..... *5hr. 36min.*
Afternoon ..... *7hr. 8min.*

ANNIVERSARIES.

1841—Liptak (Howqua's Folly) taken by the British.
1861—Emancipation of the serfs by Czar Alexander of Russia.
1877—Great fire at Foochow.
1890—Loss of the s.s. *Yetchin Maru*, near Hakodate, Japan.
1894—Mr. Gladstone resigned the Premiership.
1896—Outbreak of cattle plague in Hongkong.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian *(Kutsang)* to-morrow.
English *(Chusan)* 4th inst.
German *(Bayern)* 7th inst.
American *(City of Rio de Janeiro)* 8th inst.
American *(Coptic)* 11th inst.
Canadian *(Empress of China)* 20th inst.

* * *

THE Toyo Kisen Kaisha's steamer *America Maru* with mails, etc., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st ultimo.

* * *

THE O. & O. S. S. Co.'s steamer *Gaelic* with mails, etc., which left hence February 2nd for Macao, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 28th ultimo.

* * *

THE Imperial German Mail Liner *Bayern* carrying the German Mails with dates from Berlin of the 6th ulto., left Singapore for this port at 10 a.m. to-day, the 2nd, and may be expected here on or about Tuesday, the 7th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. Kaiser	at	Kowloon	Dock.
Athenian	"	"	"
Isla de Cuba	"	"	"
Isla de Luzon	"	"	"
Hué	"	"	"
H.I.G.M.S. P. Wilhelm	"	"	"
Trym	"	"	"
H.I.G.M.S. Moltke	"	"	"
H.M.S. Fame	"	"	"
Chusan	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Phra Nang	"	"	"
Phra Chom Klao	"	"	"
Quarta	"	Aberdeen	"

SWATOW.

Arrivals.	*from*	*Agents.*
Feb. 28 *Hailoong*	Amoy	J. M. & Co.
28 *Bellerophon*	Amoy	B. & S.
28 *Chihli*	Shanghai	B. & S.
28 *Mackew*	Bangkok	B. & S.
28 *Dr. H. J. Klar*	H'kow	Wo Ku
Departures	*for*	*Agents.*
Feb. 27 *Haimun*	Amoy	J. M. & Co.
27 *Thales*	Hongkong	J. M. & Co.
27 *Taiwan*	Hongkong	B. & S.
27 *Wenchow*	Taiwanfoo	B. & S.

IN PORT—*Nil.*

PASSED THE CANAL.

Outward—Feb. 3rd *Anapa*; Feb. 7th *Harperley*; Feb. 10th *Glenfarg*, *Nurnburg*; Feb. 14th *Pyrrhus*, *Elphinstone*, *Tientsin*; Feb. 17th *Yarra*; Feb. 21st *Babelsberg*; Feb. 24th *Ernest Simons*, *Myrmidon*; Feb. 28th *Candia*, *Hyson*, *Sarpedon*.

Homeward—Feb. 28th *Diomed*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is prescribed by Physicians all over the world. It is the remarkable remedy for *Consumptinn*, *Scrofula*, and wasting diseases, and very palatable. Read the following:—"I have much pleasure in stating that I have tried 'Scott's Emulsion' in a case of impoverished blood, with scrofulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty."—A. TEMPLE PERKINS, 22, Lordship Park, Stoke Newington, N. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Advt.*

Auction.

To be Sold by
PUBLIC AUCTION,
at KOBE
on the
4th March.

THE P. & O. S. N. Co's S.S.

"BRINDISI"

as she now lies in Nagasaki Harbour.

Built in 1880 by WM. DOXFORD & SONS at Sunderland.

Length 360 feet, Breadth 40 feet, Depth 31 feet.

Gross tonnage 3,688 tons. Effective Power of Engines 2,800.

Capacity of holds 4,550 tons of 40 cubic feet.

The Engines are in excellent preservation and the vessel, with some repairs, could be put in thorough sea-going condition, or she could be converted into an Admirable Hulk or Receiving Ship.

Private offers for the purchase of the vessel will be entertained in the meantime.

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 28th February, 1899. [211a

Intimations.

BANQUE DE L'INDO-CHINE.

THE OFFICES of this BANK have been REMOVED This Day to the New Building, on Connaught Road, Praya Reclamation.

J. G. F. AUGUSTIN,
Manger.

Hongkong, 25th February, 1899. [267a

THE MUTUAL STORES.
28, 28 & 30, POTTINGER STREET.

THE BEST VALUE IN THE COLONY
FOR
GROCERIES AND PROVISIONS.

Hongkong, 28th December, 1898. [1389

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [41

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through rates to BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship

"ASTRIA,"

Captain Rassevich, will be despatched as above on SATURDAY, the 4th March, A.M.

For information as to Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 27th February, 1899. [281a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on SATURDAY, the 4th March, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21th February, 1899. [277a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship

"TAIWAN,"

Captain Harder, will be despatched as above on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st March, 1899. [293a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th March, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 28th February, 1899. [286a

"GLEN" LINE OF STEAM PACKET.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Darke, R.N.R., will be despatched as above on TUESDAY, the 7th March, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 27th February, 1899. [204a

"GLEN" LINE OF STEAM PACKET.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Gedye, will be despatched as above on or about the 10th March.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th February, 1899. [205a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on SUNDAY, the 12th March, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th February, 1899. [290a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 15th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ.*

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th February, 1899. [284a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 15th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th February, 1899. [285a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Kock, will be despatched as above on THURSDAY, the 16th March, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardness and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ.*

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th February, 1899. [286a

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MOYUNE,"

Captain Conradi, will be despatched for the above ports, on or about the 20th March.

To be followed by the

"LIV,"

Captain Jacobs, sailing about 15th April.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th February, 1899. [245a

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 25th February, 1899. [1310

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, BIRKENHEAD AND SWANSEA.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 6th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 6th instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th March, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Bills of Lading will be countersigned by
HOLIDAY, WISE & Co.,
Agents.

Hongkong, 27th February, 1899. [282a

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Italy, *ex* S.S. *Valetta.*
From Calcutta, *ex* S.S. *Borneo.*
From Madras, *ex* S.S. *Lalpoora.*

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 6th March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 28th February, 1899. [5

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 5th March, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on SATURDAY, the 4th March, and WEDNESDAY, the 8th March, both days, at 10 A.M.

All claims must reach us before the 8th March, or they will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 28th February, 1899. [289a

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamship

"PESHAWUR,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, *ex* B.I.S.N. and B. & P. S.N. Co's Steamers.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 16 March, 1899. [1

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU	NAGASAKI, KOBE and YOKOHAMA	TO-MORROW, 3rd March, at 1 P.M.
WAKASA MARU, J. B. Macmillan	MARSEILLES, LONDON, ANTWERP & BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	TUESDAY, 14th March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st March, 1899. [6

STANDARD OIL COMPANY
OF NEW YORK.
THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test),

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined,

1300] ORDERS SOLICITED and LOWEST PRICES QUOTED.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S
MIGRAININE

"LION BRAND".
(ANTIPYRINE—CAFFEINE—CITRATE.)

(1) Excellent results in *the severest cases of migraininе*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*

(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.

☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers:—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS. [34

WANTED.

WE pay highest cash prices per hundred or per thousand for current or obsolete issues of POSTAGE STAMPS of China, British Colonies, &c., either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first mail after receipt of consignments. KOLONA STAMP CO., DAYTON, OHIO, U.S.A. [1162

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72

THE
GENERAL CATALOGUE
AND
BUYERS' GUIDE
ISSUED SEMI-ANNUALLY BY
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THE GREAT MAIL ORDER HOUSE.
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IS THE MOST COMPLETE IN THE WORLD

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LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S. BICYCLES—PRICE...$185.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
QUEEN'S ROAD CENTRAL,
91] Opposite the Telegraph Office.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

DUMINY & Cie
CHAMPAGNE
EXTRA DRY

Carte D'Or Sec — Carte Blanche
Sillery Demi Sec — Chateau de Charmieree

TRADE MARK.

M. OPPENHEIMER & Co., Paris.

NOTICE.

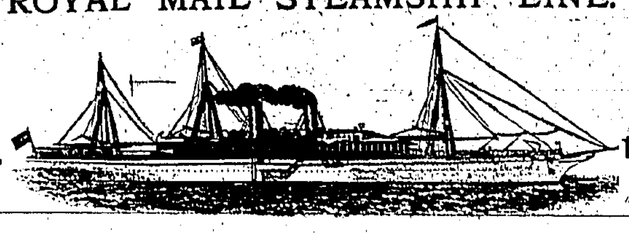
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. — "JEYES FLUID" THE BEST DISINFECTANT — DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th April, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 15th February, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 4th March, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 30th March, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 25th April, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI,—NAGASAKI,—KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th March, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 9th February, 1899. [1310

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA and the UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR,"

4,425 tons gross register,

will be despatched on or about MONDAY, the 6th March, for VICTORIA and VANCOUVER, via MOJI, KOBE and YOKOHAMA.

The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the the United States.

For information as to rates of Freight and Passage, &c., apply to

D. E. BROWN,
General Agent.
Hongkong, 27th February, 1899. [274a

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 18th February, 1899. [5

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle...	3,750	J. McGillivray...	Mar. 21.
Olympia...	2,837	J. Truebridge...	April 1.
Victoria...	3,502	J. Panton.....	April 25.
Tacoma...	2,811	A. Dixon.....	May 13.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox.....	3,677	Williamson	Mar. 14.
Columbia.....	2,976.	N. Moncur.	April 15.
Monmouthshire	2,874	W.A. Evans	May 6.
Lennox.....	3,677	Williamson	June 3.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 18th February, 1899. [4

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET,"

Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 23rd January, 1899. [1353

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

HAMBURG-AMERICA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SILESIA, Behrens	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 15th March.	Freight and Passage.
SUEVIA, Foerck	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 22nd March.	Freight.
WITTENBERG, Madsen	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 30th March.	Freight.
NURNBERG, V. Binzer	HAVRE, HAMBURG/BREMEN. (LONDON with transhipment in HAMBURG)	About 8th April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents,
Hongkong, 11th February, 1899. [981

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 14th March, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 8th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 2nd May, at Noon.

THE U. S. Mail Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 21st February, 1899. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King.....	.....	.....	Mar. 15
Carmarthenshire...	.....	.....	Mar. 31
Carlisle City.....	.....	.....	April 15

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 15th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 17th February, 1899. [1330

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 21st March, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 15th April, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 11th May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 27th February, 1899. [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern.....	Wednesday	29th March.
Prinz Heinrich...	Wednesday	26th April.
Preussen.....	Wednesday	24th May.

ON WEDNESDAY, the 29th day of March, 1899, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7st March, 1899. [294a

Printed and published by ETHELBERT FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.